

(b) An engine water cooling system on a vessel of not more than 19.8 meters (65 feet) in length, carrying not more than 12 passengers, may comply with the requirements of ABYC P-4 (incorporated by reference; see 46 CFR 175.600) instead of the requirements of paragraph (a) of this section.

(c) On a vessel of not more than 19.8 meters (65 feet) in length carrying not more than 12 passengers, a propulsion gasoline engine may be air cooled when in compliance with the requirements of ABYC Project P-4.

(d) An auxiliary gasoline engine may be air cooled when:

(1) It has a self-contained fuel system and it is installed on an open deck; or

(2) On a vessel of not more than 19.8 meters (65 feet) in length carrying not more than 12 passengers, it is in compliance with the requirements of ABYC P-4.

(e) A propulsion or auxiliary diesel engine may be air cooled or employ an air cooled jacket water radiator when:

(1) Installed on an open deck and sufficient ventilation for machinery cooling is available;

(2) Installed in an enclosed or partially enclosed space for which ventilation for machinery cooling is provided, which complies with the requirement of § 182.465(b), and other necessary safeguards are taken so as not to endanger the vessel; or

(3) Installed on a vessel of not more than 19.8 meters (65 feet) in length carrying not more than 12 passengers, in compliance with the requirements of ABYC Project P-4.

[CGD 85-080, 61 FR 986, Jan. 10, 1996, as amended by USCG-2003-16630, 73 FR 65207, Oct. 31, 2008]

§ 182.422 Integral and non-integral keel cooler installations.

(a) A keel cooler installation used for engine cooling must be designed to prevent flooding.

(b) Except as provided in paragraph (e), a shutoff valve must be located where the cooler piping penetrates the shell, as near the shell as practicable, except where the penetration is forward of the collision bulkhead.

(c) The thickness of the inlet and discharge connections, outboard of the shutoff valves required by paragraph

(b) of this section, must be at least Schedule 80.

(d) Short lengths of approved non-metallic flexible hose, fixed by two hose clamps at each end of the hose, may be used at machinery connections for a keel cooler installation.

(e) Shutoff valves are not required for integral keel coolers. A keel cooler is considered integral to the hull if the following conditions are satisfied:

(1) The cooler structure is fabricated from material of the same thickness and quality as the hull;

(2) The flexible connections are located well above the deepest subdivision draft;

(3) The end of the structure is faired to the hull with a slope no greater than 4 to 1; and

(4) Full penetration welds are employed in the fabrication of the structure and its attachment to the hull.

[CGD 85-080, 61 FR 986, Jan. 10, 1996, as amended by USCG-2000-7790, 65 FR 58465, Sept. 29, 2000]

§ 182.425 Engine exhaust cooling.

(a) Except as otherwise provided in this paragraph, all engine exhaust pipes must be water cooled.

(1) Vertical dry exhaust pipes are permissible if installed in compliance with §§ 177.405(b) and 177.970 of this chapter.

(2) Horizontal dry exhaust pipes are permitted only if:

(i) They do not pass through living or berthing spaces;

(ii) They terminate above the deepest load waterline;

(iii) They are so arranged as to prevent entry of cold water from rough or boarding seas;

(iv) They are constructed of corrosion resisting material at the hull penetration; and

(v) They are installed in compliance with §§ 177.405(b) and 177.970 of this chapter.

(b) The exhaust pipe cooling water system must comply with the requirements of this paragraph.

(1) Water for cooling the exhaust pipe must be obtained from the engine cooling water system or a separate engine driven pump.

(2) Water for cooling the exhaust pipe, other than a vertical exhaust,